

DRAFT

**S.H. 121 Regional Toll Revenue Project Funding - Staff Recommendation
Funds Available by County
Includes S.H. 121 Construction Cost
(\$ in Millions)**

Concession Fee	
Up Front Concession Fee	\$2,500.00
Interest-Related Reduction (RTC Portion of Risk)	<u>\$40.07</u>
	2,459.93

Subregion Split¹	
Western Subregion (4.78%)	117.58
Eastern Subregion (95.22%)	<u>2,342.35</u>
	2,459.93

WESTERN SUBREGION

Set Asides²	
Sustainable Development	\$12.40
New Boundary (Wise County -\$5M, Parker County -\$10M)	15.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>27.40</u>

Remaining Regional Toll Revenue	
Upfront Concession Fee	117.58
Set Asides	<u>-27.40</u>
	90.18

Share by County ⁴	User Share (% of Region)	Prorated (% of Subregion)
Johnson County	0.0016	0.03
Parker County	0.0013	0.03
Tarrant County	0.0449	0.94
	0.0478	1.00

EASTERN SUBREGION

Set Asides²	
Sustainable Development	\$27.60
New Boundary (Kaufman County)	10.00
Transit Operations	-
Toll User Perimeter Counties	-
	<u>37.60</u>

Remaining Regional Toll Revenue	
Upfront Concession Fee	2,342.35
Set Asides	-37.60
Cost of S.H. 121 Construction ³	638.81
	2,943.56

Share by County⁵	
Collin County (41%)	\$1,206.86
Dallas County (7%)	206.05
Denton County (52%)	<u>1,530.65</u>
	2,943.56

Notes:

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Private sector construction cost applied to provide an incentive to reduce the cost of S.H. 121 Construction in Collin County.
- 4 Using electronic toll collection data
- 5 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
- 6 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
- 7 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.
Additional funding needed for cost increases will be deducted from county in which project is located.

DRAFT

S.H. 121 Regional Toll Revenue Project Funding - Staff Recommendation
Funds Available by County
Includes S.H. 121 Construction Cost
(\$ in Millions)

Share of S.H. 121 Proceeds by County (Available for 2007 Regional Toll Revenue Funding Initiative)

	WESTERN SUBREGION				EASTERN SUBREGION						
	Available in 2007	Johnson County	Parker County	Tarrant County	Available in 2007	Collin County	Dallas County	Denton County	Ellis County	Kaufman County	Rockwall County
Regional Toll Revenue	\$90.18	\$3.02	\$2.45	\$84.71	\$2,943.56	\$1,206.86	\$206.05	\$1,530.65			
Construction of S.H. 121 ³					-638.81	-597.66		-41.15			
Subtotal	90.18	3.02	2.45	84.71	2,304.75	609.20	206.05	1,489.50	0.00	0.00	0.00
Financial Backstops ⁶				-25.00							
I.H. 35E (also includes \$57M STP-MM, \$6.98M Cat 10, & 14.25M in State Match for \$533M total)					-455.70			-455.70			
F.M. 423 (100% toll bonds)					-121.00			-121.00			
F.M. 720 (also includes \$11M STP-MM & \$6M local for total of \$45M)					-28.00			-28.00			
Freeport Parkway (also includes \$7M STP-MM, \$1.75M Local Match)							-2.00				
Corporate Drive (also includes \$8M STP-MM)								-10.00			
Beltline Rd Depression (at I.H. 35E)					-20.00			-20.00			
Memorial Drive (\$4.75M funded by Denton County - local dollars)											
South Colony (\$2.25M funded by Denton County local dollars)											
Paige (\$4.25M funded by Denton County - local dollars)											
F.M. 423 ROW Costs (\$4M funded by Denton County - local dollars)											
F.M. 423 Utility Relocation Costs (\$3M funded by Denton County - local dollars)								-9.00			
U.S. 75 Ramp Improvements (\$5.6M STP-MM & \$2.41 local)											
U.S. 75 at Parker Rd (\$3M STP-MM)						-5.00					
F.M. 2934								-11.80			
F.M. 3537						-6.00		-18.00			
S.H. 121 Denton County MOU Subtotal⁷		0.00	0.00	0.00	-624.70	-11.00	-2.00	-673.50	0.00	0.00	0.00
Total Remaining for New Projects		\$3.02	\$2.45	\$59.71		\$598.20	\$204.05	\$816.00	\$0.00	\$0.00	\$0.00

Notes:

- 1 SB 792 requires that concession payments be split between TxDOT Districts prior to further suballocation at the county level.
- 2 Note that certain set asides apply to future revenue
- 3 Private sector construction cost applied to provide an incentive to reduce the cost of S.H. 121 Construction in Collin County.
- 4 Using electronic toll collection data
- 5 Based upon NCTCOG modeled 2015 vehicle miles of travel; Includes construction cost of S.H. 121 in Collin County
- 6 Tarrant County backstop is for the S.H. 121 Funnel project. Dallas County backstop is for I.H. 635 project.
- 7 Toll revenue originally identified for projects in S.H. 121 MOU will be deducted from Denton County.
 Additional funding needed for cost increases will be deducted from county in which project is located.